



## Public Meeting/Open House

March 9, 2020

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**P 0244(11)27, Pennington County, PCN 04FT**

**SD244 - 3.1 E of US385 / US16  
Over Palmer Creek  
Structure # 52-261-428**

**Replace Structure (Bridge) and Approach  
Grading, Turn Lanes & Spot Grading with Fall  
through Spring Road Closure**

**Public Meeting Information @**

**<https://dot.sd.gov/projects-studies/projects/public-meetings>**

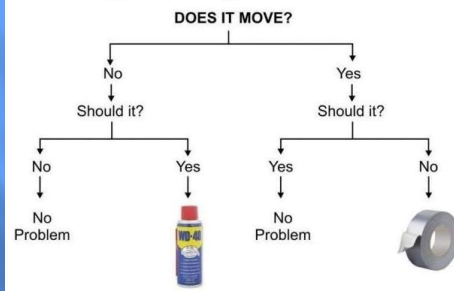


The South Dakota Department of Transportation provides services without regard to race, color, gender, religion, national origin, age or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Department's Civil Rights Office at 605-773-3540.

## SD244 Over Palmer Creek

### Engineering Flowchart



Mark Malone, PE SD DOT March 9, 2020



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## Project Limits



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## Why are we here?

- Bridge nearing end of service life
  - Built in 1966



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## Purpose of this meeting

- To involve public in the design process
- To exchange ideas – listen and discuss concerns
- Gather Input and Comments



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## Traffic

- 2018 Average Daily Traffic (ADT) = 1576
  - 20 year ADT = 2287
  - 2.3% Trucks



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## Crash History

- 5 Year Period from 2014 - 2018
  - 3 Reported Crashes
    - 2 Animal Hit
    - 1 Rear End
  - 0 Fatalities
- Rural Minor Arterial
  - Reported Crash Rate = 1.04
  - Statewide Weighted Crash Rate = 1.69 (crashes per million vehicle miles of travel)

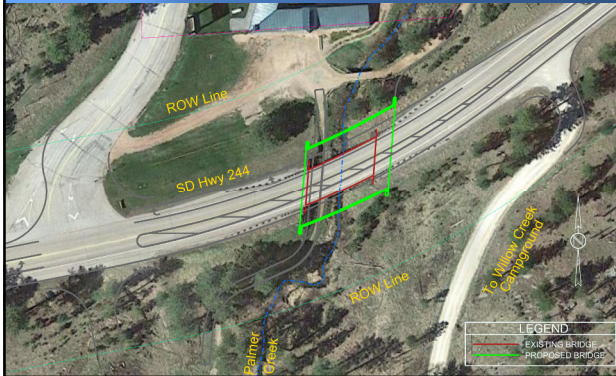


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## Proposed Improvements

- Replace bridge over Palmer Creek



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## Proposed Improvements

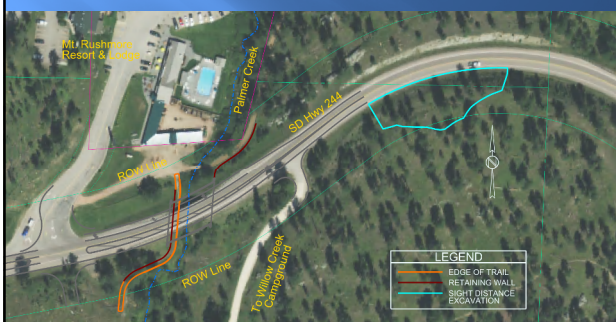
- Add left & right turn lanes at Mt. Rushmore Resort & Lodge



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## Proposed Improvements

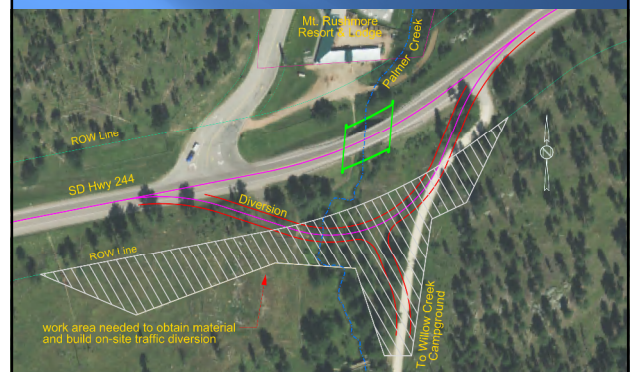
- Increase sight distance east of bridge
- Construct retaining walls
- Reconstruct section of trail



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## Traffic During Construction

- Option 1: On-Site Traffic Diversion



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## Traffic During Construction

- Option 2: Road Closure – Preferred Alternative
  - Construction through winter
  - Road closed Oct. 1, 2022 to Apr. 30, 2023
- Why is road closure preferred?
  - An on-site traffic diversion would result in:
    - greater environmental impacts
    - longer construction
    - higher project cost
    - additional maintenance needs



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## Traffic During Construction

- Option 2: Road Closure – Preferred Alternative
  - Construction through winter
  - Road closed Oct. 1, 2022 to Apr. 30, 2023
- Other road closure details:
  - SD244 only closed at the bridge replacement
  - Access east of the bridge maintained from the east
  - Access west of the bridge maintained from the west
  - SDDOT will conduct winter maintenance on SD244 east and west of the project through construction



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## Right of Way (ROW)

- Existing Width - 200 feet
- Temporary Easements as needed for construction
- No additional ROW proposed



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## Environmental, Social & Economic Concerns

The National Environmental Policy Act of 1969 (NEPA) requires that federally funded projects be reviewed to determine the social, economic, and environmental consequences of the action. Public involvement is beneficial to the implementation of a project's NEPA process. This project is being developed in accordance with applicable State & Federal environmental regulations. Your input on the following will aid in the project's development and NEPA review.

### Section 4(f) Property

The project was reviewed to determine potential impacts to Section 4(f) properties, i.e. publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites. The project lies within the Black Hills National Forest. A recreational horse trail begins at the KOA campground north of the highway, extends under the existing bridge, then continues south. The horse trail will be temporarily closed during project construction; and will reopen after construction.

### Section 106

Section 106 of the National Historic Preservation Act requires Federal actions to take into account the effects of project undertakings on historic properties.

See Handout



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## Environmental, Social & Economic Concerns

### Contaminated Materials

No contaminated materials have been identified along the project, to date. If you have information on contaminated materials, or underground/above ground storage tanks that could be encountered during construction, please let us know.

### Threatened & Endangered Species

According to the U.S. Fish & Wildlife Service, the following species are known to occur in Pennington County:

- Birds: Whooping Crane, Red Knot, Least Tern
- Mammals: Northern Long-Eared Bat

Awaiting a final determination, but at this time no impacts are anticipated to these species by the project.

See Handout



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## Environmental, Social & Economic Concerns

### Wetlands

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handout.

Awaiting final impact analysis, but no significant impacts are anticipated to wetlands along the project. SDDOT Environmental Office is coordinating with U.S. Army Corps of Engineers.

See Handout



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## Estimated Cost



\$2.4 Million



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Landowner Meetings	Already held
Final Design	Spring 2020
ROW Acquisition Process	Spring 2021
Construction	Fall 2022 – Spring 2023

Dependent on Federal Funding





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➤ **Written Comments Due Monday, March 23**

- Mail - 700 E Broadway Ave, Pierre, SD 57501
- Email – mark.malone@state.sd.us
- Here - Now

➤ Website (project information)

- <https://dot.sd.gov/projects-studies/projects/public-meetings>



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## Meeting Opinions

Please fill out the survey at the back of the project information packet


OR online at this address:

<http://www.surveymonkey.com/r/SDDOT-Public-Meeting-Survey>

OR follow this link:



Thank you!



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## Access Management

South Dakota's Commitment to Safety  
and Smart Investment Decisions in  
Transportation

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### What is Access Management?

*Access Management* is the process of providing highway entrances only at locations where they can be provided safely and efficiently.

Consider that each access point added to an undivided highway in an urban or suburban area increases the annual crash rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual crash rate by 7 percent. Overall, driveway-access crashes alone cost South Dakota approximately \$36.5 million each year.

Each additional access point also contributes to congestion. The more driveways on a street the more places where people are slowing, changing lanes and turning. A five-lane street can quickly become a parking lot when there are many driveways in each block. When that happens, our valuable transportation investments are wasted and access to adjacent businesses is restricted.

**Controlled access facilities** are segments of highway where either no access or only limited access to the highway is allowed. Interstate highways are an example of controlled access facilities where no access to the highway is allowed.

Good access depends on the following:

- Limiting the number of conflict points (places where there is a potential for crashes)
- Separating conflict areas
- Reducing interference with through traffic
- Providing good on-site circulation and storage
- Properly spaced traffic signals

### How does Access Management affect businesses?

Studies have shown that access management can provide three benefits to businesses adjacent to highways:

- Making sure that drivers can get in and out of businesses without being blocked by other traffic
- Making the highway more attractive by reducing congestion
- Extending the business' effective service area by reducing travel times

These benefits come not from having many driveways, but by having well-planned, well-located, high-capacity access points on the highway.

Even skeptical business owners have found that proper access management results in an improved business climate, as customers can easily get in and out of their business establishment.

For more information, please contact:

Stacy Bartlett  
Access Management Engineer  
104 S Garfield Ave. Bldg. A  
Pierre, SD 57501  
Phone 605-773-2268  
E-Mail: [Stacy.Bartlett@state.sd.us](mailto:Stacy.Bartlett@state.sd.us)





## Right of Way Information

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### **Individual Landowner Meetings**

During the early stages of the project's design, SDDOT will schedule a meeting with individual landowners having property adjacent to the project. See the following page for an explanation of the landowner meeting.

### **Property Acquisition Offer**

After the project construction plans have been prepared and the right of way limits have been established, you may be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property will be valued and a written offer presented to you by a negotiating agent who will contact you for an appointment to make the written offer.

### **Relocation Assistance Program**

This program provides a variety of services and payments to owners and tenants who have personal property affected by the right of way being acquired for the project.

Relocation payments are in addition to payments made for the real property being acquired. To preserve your eligibility for payments, do not move property until you have received a written relocation offer or have contacted John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-3746. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation Brochure.

The landowner may be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State depending on impacts to personal property and qualifications.

### **Right of Way Information Brochures**

Two brochures "Better Roads Brochure" and "Relocation Assistance Brochure" have been prepared which explain the SDDOT's Right of Way process. They provide information on your rights regarding the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this meeting on the "Sign-in" table. Please feel free to take a copy of each with you. These brochures are available at the following SDDOT website: <https://dot.sd.gov/inside-sddot/forms-publications/brochures>



## Individual Landowner Meetings (already held)

The purpose of this meeting is to provide you with an opportunity to comment on various issues pertaining to the design of this highway project as it relates to your property.

The following topics were discussed at the meetings. Please note that not all topics will apply to every property owner.

- Permanent purchase and/or temporary use of your property.
- Locations and widths of entrances to your property: The standard South Dakota Department of Transportation (SDDOT) entrance-width for rural highways is 24 feet. Note: In general, existing entrance widths along rural State Highways are 24 feet or smaller. A maximum width of 40 feet is allowed at locations where it is deemed appropriate and necessary. Entrances in urban areas can vary from 16 feet to 40 feet.

The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances to the same property that are located close to each other, we would ask you to assess your current entrance needs and consider one entrance location that will meet those needs.

- Permanent fencing adjacent to the highway: SDDOT's fencing policy allows for the replacement of all disturbed fence with like-kind fence.

Two fence types are typically installed: **Type 2:** 4-strand barbed wire with 8-inch wire spacing, and **Type 6:** 32-inch woven wire with 1 strand of barbed wire on the bottom and 2 strands of barbed wire on the top. Page 12 of the "Better Roads Brochure" contains added discussion of your permanent fencing options. This brochure will be available at the meeting.

- Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
- Are you aware of any waterlines, drainfields, septic tanks, underground storage tanks, underground power lines, etc. that are located adjacent to the project and may be impacted by construction activities?
- Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
- Possible sites for gravel and additional fill material: Are you aware of potential material available for construction that might be located adjacent to the highway?
- Temporary access during construction activities.

No offers to acquire property will be made at these meetings since revisions to the plans may occur from your input.





## Encroachments in ROW

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Federal Regulations (CFR 23.1) require that the State Highway Department (SDDOT) will be responsible for preserving such ROW free of all public and private installation, facilities, and encroachments.

No improvements shall be allowed to remain in the ROW unless they are deemed in the best interest of the public and will not impair the highway or interfere with the free and safe flow of traffic.

Encroachments are any private property or improvement in the public ROW that is not approved by permit such as:

- Landscaping Items
- Fence
- Signs
- Buildings
- Etc.

SDDOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SDDOT or City Government regarding how each encroachment will be addressed or handled. If it is determined that the removal of an encroachment is required, it will be the landowner's responsibility to remove the encroachment.

For additional information, please contact:

Rich Zacher  
Area Engineer  
SDDOT Custer Area Office  
PO Box 431  
Custer, SD 57730-0431  
Phone: (605) 673-4948  
E-Mail: [Rich.Zacher@state.sd.us](mailto:Rich.Zacher@state.sd.us)



## Environmental, Social & Economic Impacts and Advanced Utility Coordination

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### Environmental, Social & Economic Impacts

- Project will comply with all state and federal environmental regulations
- No splitting of neighborhoods will occur as a result of this project
- Project will be coordinated with the following state and federal agencies:
  - SD Dept. of Environment & Natural Resources
  - SD Dept. of Game, Fish & Parks
  - US Fish & Wildlife Service
  - State Historic Preservation Office
  - US Forest Service
- For additional information, please contact:

Joanne Hight  
Environmental Engineer Manager  
SDDOT Administration Office  
700 E. Broadway Ave.  
Pierre, SD 57501  
Phone: 605-773-3721  
E-Mail: [Joanne.Hight@state.sd.us](mailto:Joanne.Hight@state.sd.us)

### Advanced Utility Coordination

- Highway projects may require adjustments or relocation of existing utilities located along or crossing the highway project. The SDDOT has an "Advanced Utility Coordinating Process" in place that addresses all existing utility involvement. This process involves meeting with the utility owner and project designers to **review** any conflicts and determine the most cost effective option of changing the design to avoid the existing utility or adjusting the utility. If the utility is required to relocate, all replacement utility easement acquisition and relocation work will be addressed and coordinated between the landowner and the utility company.
- For additional information, please contact:

Kyle McKeever  
Utility Coordinator  
SDDOT Road Design Office  
700 E. Broadway Ave.  
Pierre, SD 57501  
Phone: 605-773-3433  
E-Mail: [Kyle.McKeever@state.sd.us](mailto:Kyle.McKeever@state.sd.us)





## Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include:

- Wetland creation
- Wetland restoration – plugging an existing, drained wetland
- Wetland enhancement - adding buffer around an existing wetland.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration/enhancement, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating, restoring, or enhancing wetlands on your property, please complete the attached form and mail to:

Joanne Hight  
Environmental Engineer Manager  
SDDOT Administration Office  
700 E. Broadway Ave.  
Pierre, SD 57501

Your name will be added to the SDDOT Wetland Mitigation Registry and a SDDOT representative will contact you with additional information.

**Yes, I am interested in assisting the SDDOT to mitigate wetland impacts by creating or restoring wetlands on my property.**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone #:** \_\_\_\_\_ **Email:** \_\_\_\_\_

**Location of property:** \_\_\_\_\_ **1/4 of Section** \_\_\_\_\_

**Township** \_\_\_\_\_, **Range** \_\_\_\_\_, **County** \_\_\_\_\_

**Please note:** Completion of this form does not commit either you or the SDDOT to a mitigation project. It is a statement of interest only.

